



PAT McCRORY  
Governor

NICHOLAS J. TENNYSON  
Secretary

April 22, 2016

**Addendum No. 2**

Contract No.: C203858  
TIP No.: 17BP.11.R.120- Set 11B  
Counties: Caldwell and Wilkes  
Project Description: Seven (7) Express Design-Build Bridge Replacement Projects in Division 11

RE: Addendum No. 2 to Final RFP

**May 17, 2016 Letting**

To Whom It May Concern:

Reference is made to the Final Request for Proposals dated April 12, 2016 recently furnished to you on the above project. We have since incorporated changes, and have attached a copy of Addendum No. 2 for your information. Please note the revisions have been highlighted in gray and are as follows:

Page Nos. 50 and 51 of the *Structures Scope of Work* have been revised. Please void Page Nos. 50 and 51 in your proposal and staple the revised Page Nos. 50 and 51 thereto.

If you have any questions or need additional information, I can be reached by telephone at (919) 707-6900.

Sincerely,

A handwritten signature in black ink, appearing to read 'R.A. Garris'.

R.A. Garris, P.E.  
Contract Officer

RAG:eaf

Attachment

cc: Mr. Rodger Rochelle, PE      Mr. Michael Pettyjohn, PE  
Ms. Virginia Mabry              File



**STRUCTURES SCOPE OF WORK**

**Project Details:**

The Design-Build Team will be responsible for all structures necessary to complete the project in accordance with the table provided herein.

<b>Structure Number</b>	<b>Site Description</b>	<b>Structure Type and Size (opening)</b>
130123	SR 1356 over Elijah Estes Mill Creek	Aluminum Box Culvert 25'-2" x 7'-0"
960150	SR 1728 over Dungeon Creek	2 @ 10' x 4' RCBC
960151	SR 1728 over Dungeon Creek	2 @ 10' x 5' RCBC
960153	SR 1728 over Dungeon Creek	Bottomless Culvert 1 @ 20' x 4'
960317	SR 1745 over W. Prong Roaring River	3 @ 10' x 6' RCBC
960403	SR 1302 over Little Creek	Aluminum Box Culvert 23'-0" x 6'-1"
960700	SR 1302 over Little Creek	Aluminum Box Culvert 20'-7" x 5'-3"

Reinforced concrete box culverts shall either be cast-in-place or pre-cast. Wing walls shall only be cast in place.

**Culvert Alternates**

A bridge cannot be substituted for any culvert listed in the table above.

The Reinforced Concrete Box Culverts (RCBC) identified in the table above may be substituted with Corrugated Aluminum Alloy Box Culvert with Aluminum or Concrete Headwalls at the Design-Build Team's option. The Aluminum Box Culverts identified in the table above may be substituted with Reinforced Concrete Box Culverts (RCBC) at the Design-Build Team's option. Bottomless Corrugated Aluminum Alloy Box Culvert will not be permitted.

If the Design-Build Team elects to bid a Corrugated Aluminum Alloy Box Culvert in lieu of a Reinforced Concrete Box Culvert (RCBC) or vice versa, the Design-Build Team shall be solely responsible for all costs, including but not limited to, overruns, additional design, change in culvert size, and any additional right-of way, utility relocation, or mitigation costs that would not otherwise have been attributable to the Structure Type and Size identified in the table above. In addition, bidding a Corrugated Aluminum Alloy Box Culvert in lieu of a Reinforced Concrete Box Culvert (RCBC) or vice versa which is different than the Structure Type and Size identified in the table above does not relieve the Design-Build Team of any contract requirements including permitting agency requirements, hydraulic design requirements, and FEMA compliance requirements. In the event that the Corrugated Aluminum Alloy Box Culvert design

in lieu Reinforced Concrete Box Culvert (RCBC) or vice versa, is not ultimately accepted by the Department, the Design-Build Team will be required to design and construct a culvert that does satisfy the Department that all contract and permit conditions (including FEMA) can and will be met, which may include the design and construction of the Structure Type and Size specified herein.

Corrugated Aluminum Alloy Box Culverts shall be designed and constructed having aluminum end/wing walls. The Design-Build Team is responsible to have the aluminum structure manufacturer's representative present at the key points during erection to ensure the assembly is completed in accordance with the manufacturer's requirements.

### **Bridge Removal**

The Design-Build team is responsible for the removal and disposal of all existing bridges, piles, abutments and previous bridge substructure remnants per NCDOT's *Best Management Practices of Maintenance and Construction Activities* and the Standard Specifications, except as otherwise noted herein.

For existing bridges that have paint systems containing red lead paint, the Design-Build Team is responsible for handling, removing, shipping, and disposing of these materials in accordance with the January 2012 *NCDOT Standard Specifications for Roads and Structures*. The existing bridges shall be removed in accordance with Sub article 402-2(A) and (B) of the 2012 *Standard Specifications for Roads and Structures*. Red lead paint, if present on the stockpiled items, need not be removed by the Design-Build Team.

The Design-Build Team shall notify Mr. David Wayne at (336) 903-9124 regarding the salvage operations one week prior to availability of the materials. The Design Build Team shall salvage materials, as listed below and deliver to the NCDOT facility located at 481 Pleasant Hill Road, Lenoir, 28645 (for Bridge No. 130123) and to the NCDOT facility located at 303 Statesville Road, North Wilkesboro, 28659 (for Bridge Nos. 960150, 960151, 960153, 960317, 960403 and 960700), where NCDOT will offload the salvaged materials.

- At Bridge No. 130123 - all steel I-Beams
- At Bridge No. 960150 - all steel I-Beams, diaphragms, bearing plates, timber caps and timber floor (if not splintered);
- At Bridge Nos. 960151, 960317 and 960403 - all steel I-Beams, bearing plates and timber caps
- At Bridge No. 960153 - all steel I-Beams and new timber flooring
- At Bridge No. 960700 – all new and salvageable timber caps and joists

Every precaution should be taken to avoid any damage during demolition. Carefully dismantle and remove existing guardrail and all components, concrete anchors included, at locations indicated in the plans developed by the Design-Build Team with the small parts stored in sturdy containers, for delivery to NCDOT facility named above. Dispose of the concrete anchors.

### **General**

The Design-Build Team's primary design firm shall be on the Highway Design Branch list of firms qualified for Structure Design and maintain an office in North Carolina.